

# *River Currents*

**Second Coast Guard District**  
Vol. 10, No. 6 December 1990



# River Currents

Second Coast Guard District

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Story and photo submissions to RIVER CURRENTS must be received by the fifteenth of the month prior to publication. Story submissions should be legible and likely will be edited for length and readability for a broad audience. Photo submissions will not be returned unless specifically requested. Polaroid photos are generally not acceptable. Photo submissions should be standard or larger prints from 35mm film, either black and white or color. Action photos of Second District Coast Guard people doing their jobs are most likely to be published. Please identify people in the photos. Also indicate the name of the author and/or photographer for proper credit.

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## On the front ...

PS3 Repasky, Reserve Unit Houston, oversees loadout operations from the bridge of the USS Pollux in Houston, Texas, in support of Operation Desert Shield. See story and photos on pages four and five. (Photo by PA3 Charles Rucker, USCGR)

## Harassment

### Agreement Helps Resolve Discrimination Complaints

A new agreement between the Coast Guard and the Department of Justice will help Coast Guard people resolve complaints of racial or ethnic harassment by members of their local community.

The Community Relations Service (CRS) of the Department of Justice identifies and removes factors that foster discrimination. On July 18, a memorandum of understanding was signed which provides local Coast Guard units access to this service. The major benefit is to open a variety of remedies for discrimination that can be accessed on a local level without resorting to the many layers of command and management in each agency.

"One of my top priorities as Commandant is the recruitment and retention of minorities," said Admiral J. William Kime, Coast Guard Commandant. "Racial discrimination is not tolerated in the Coast Guard. These measures will help the Coast Guard men and women and local communities."

The Community Relations Service has a hotline that the public can use to report incidents of racial or ethnic harassment - 1-800-347-4283. A call to that number will get CRS's immediate attention. The information given to the hotline will be relayed to the appropriate regional office of CRS, and the regional office will determine if the incident is jurisdictional. If it is, CRS will make an effort to resolve the dispute.

If you are involved in an incident of harassment, call the Community Relations Service hotline and inform the people in your Coast Guard chain of command.

**The following people submitted stories, information or photographs for this issue of RIVER CURRENTS. We greatly appreciate their efforts in helping us get their stories told. Remember, the deadline for the February issue is Jan. 15.**

LT Ronald Hassler, MSD Cincinnati

LT Paul Langner, Pay & Personnel Center

LT Michael Suire, CCGDTWO (dl)

LTJG Robert Olson, Base St. Louis

HS1 Tom Jacobson, St. Louis Army Health Clinic

PA3 Charles Rucker, CGRU Louisville

Connie Fruits, CG Institute

William Marett, Auxiliary Flotilla 11-02

# New Cutter Placed In Service

## Crew From Kanawha To Man

by PA2 John Moss

**T**he Coast Guard Cutter Kankakee was officially placed into Service Dec. 5 in a ceremony in Memphis, Tenn. Kankakee is the first of two new cutters to be placed in service in the Second District - the other will be cutter Greenbrier.

Master Chief Boatswain's Mate Robert Christie, officer in charge,

will be the first to serve aboard Kankakee along with 17 other enlisted people. This crew transferred over from the cutter Kanawha which was taken from Memphis to Pine Bluff, Ark., to replace the Dogwood.

The Kankakee, homeported in Memphis, is a 75-foot river tender which pushes a 130-foot barge loaded with buoys and other aids to navigation equipment. The Kankakee maintains both floating

and fixed aids to navigation on over 136 miles of the Lower Mississippi River and its tributaries. Within this operating area, the Kankakee maintains an average of 200 buoy stations.

The Kankakee also serves as a search and rescue vessel. It is powered by two 540 horsepower diesel engines with a speed of 9.25 knots.

Construction of the Kankakee was completed in September by the Avondale Boat Division in Harvey, La.

## Dogwood Retired After 50 Years

by PA3 Rob Raskiewicz

**O**ut with the old, and in with the new. That seems to be the general consensus when the topic of the Coast Guard Cutter Dogwood is brought up. The cutter served the Coast Guard for nearly 50 years since its commissioning in September 1941. Finally, old age caught up with the cutter, and on Oct. 11 of this year it was taken out of service.

In mid-August, the cutter blew its main engine. The Coast Guard decided the cost of repairs was just too great and the river tender was taken out of service. The cutter Kanawha moved to Pine Bluff, Ark., and replaced the Dogwood. The half-century old river tender was towed to Memphis, Tenn., and now sits in the Army Corps of Engineers' Ensley Ship Yard.

The Coast Guard expects it will be turned over to the General

Services Administration (GSA) for disposal. GSA will offer the cutter to other federal and state agencies. If an agency doesn't want it, it is offered to nonprofit organizations. If there are still no takers, it may be sold to the general public.

It appears the Dogwood will never make it to that final stage. Several state museums have shown interest in the cutter, and it may serve a slightly different duty in its next 50 years.



*The cutter Dogwood was taken out of service Oct. 11 after almost 50 years in the Second District.*

# District Opens 2 New LORANs

Story and photos  
by PA3 Rob Raskiewicz

Most of the locals in Boise City, Okla., and Gillette, Wyo., would agree that you never saw many coasties in their neighborhood. But, times have changed, and the Coast Guard has become a fixture in both communities.

On Nov. 8 and 9, two new LORAN-C stations were commissioned into service in these Second District locations. LORAN-C

Station Boise City, Okla., under the command of Electronics Technician Chief Joseph Jester, and LORAN-C Station Gillette, Wyo., under the command of Electronics Technician Chief James Fort Jr., will be part of a four-station LORAN-C midcontinent network that will serve the Midwest and Great Lakes area.

The stations will primarily be used for aviation navigation. Even though the Federal Aviation Administration funded the LORAN-C stations, the

Coast Guard will man them because the Coast Guard manages the LORAN-C system throughout the world.

The new stations are almost identical, both in their appearance and surroundings. Both are the latest in LORAN-C station design, construction and contain state of the art equipment.

LORAN-C, or Long-Range Aids to Navigation, is a very accurate navigational system. A LORAN receiver works by comparing the signals

transmitted by a master and a secondary LORAN station. The signals are converted into numbers which correspond to intersecting grid lines on a LORAN chart. Navigators use these numbers to plot their position with extreme accuracy—generally within a few yards.

The three and four-man crews seem to enjoy the relative isolation of the LORAN-C units. "I love it (in Gillette)," said Electronics Technician Second

Class Richard Haydis. "When I heard of this billet, I made a lot of phone calls to Dial-a-Billet, Maintenance and Logistics Command and friends to try and get here."

"It's different from the cities in Virginia, but the people make up for everything you're missing," said Electronics Technician Second Class Barry Boyd. "The people (in Boise City) are really great. They are always willing to help."

According to Boyd, "There's nothing like small town America."



With one final salute, ETC Joseph Jester takes command of LORAN-C Station Boise City, Okla.



Just how does LORAN-C work? ET2 Barry Boyd explains the fundamentals of LORAN-C navigation to some of the local citizens in Boise City, Okla.



Throwing the switch, RADM William J. Ecker, Second District commander, and ETC James Fort Jr., put LORAN-C Station Gillette, Wyo., on line.



# Cincinnati Riverfest Features Local CG

by LT Ronald Hassler

An HH-65A Dolphin helicopter from Mobile, Ala., and the cutter Osage homeported in Sewickley, Pa., were in Cincinnati to "show the flag" and enjoy some great Queen City liberty Sept. 2 during the 14th annual Riverfest celebration.

This year's event was highlighted by both air and sea Coast Guard participation. The HH-65A crew performed two basket hoists and one rescue swimmer hoist before a crowd of 550,000 spectators, 200,000 TV viewers and 3,500 spectator boats. The rescue demonstration was so realistic that many observers thought it was an actual SAR mission in

progress.

Master Chief Boatswains Mate Jonathan McManis and his crew on the Osage opened their gangway to hundreds of curious visitors seeking information about the Coast Guard's inland water mission. Yeoman Second Class Derwin Jamison, with the Cincinnati recruiting office, took advantage of the Osage's open house to set up shop and sell the Coast Guard to those looking for a challenging career.

Back stage, Chief Warrant Officer James Quade effected total control of

passing towboats and hundreds of pleasure craft while acting as patrol commander during this congested event. His careful planning and strict enforcement of river traffic boundaries resulted in a safe and enjoyable fireworks display for all the maritime onlookers.

Coast Guard awareness in the Cincinnati area was greatly enhanced during the annual event. A local TV station broadcast the rescue demonstration and informed viewers about the Coast Guard's proud heritage and 200th anniversary.



The cutter Osage holds an open house at Cincinnati's Riverfest for hundreds of curious people seeking information about the Coast Guard's mission on inland waters. (Photo by SN Alison Clark)



An HH-65A Dolphin helicopter from Aviation Training Center Mobile, Ala., performs a hoist rescue demonstration Sept. 2 during the Riverfest celebration in Cincinnati. (Photo by SN Alison Clark)

## Office 'Decommissioned'



Rear Admiral William J. Ecker presents the Coast Guard and national ensigns flown at the former district headquarters building to Seaman Terry Gaines, personnel branch, and Jean Hughes, boating safety division. The ensigns were presented during the formal building "decommissioning" ceremony Sept. 21 just before the Second District office moved to the Robert A. Young Federal Building.

# CG Reservists Provide Loadout Expertise

Story and photos  
by PA3 Charles Rucker

**O**n Aug. 25, the Coast Guard established a security zone encompassing the Barbours Cut Shipping Terminal and the surrounding area. The mission was to ensure waterside security for vessels loading military cargo. A moving security zone was established around each outbound vessel.

Coast Guard reservists throughout Texas and from around the country received orders to assist in the loadout conducted at the Port of Houston, Texas. Reservists operated in several specialized teams and worked alongside Army and Navy personnel. The Coast Guard set up a command

post in the security zone that worked around the clock at the shipping terminal. The security zone was set up to protect lives and property from possible threats such as sabotage, subversive acts, accidents or other problems during the loadout of the military supplies. The captain of the port prohibited entry into this zone unless authorized.

The Coast Guard enforced the zone challenging any unauthorized person who entered. Coast Guardsmen stopped all individuals not wearing proper identification (badge issued for the operation) to determine his or her identity and why they were in the area. If they were not authorized, they were escorted to the front gate and turned over to proper authorities.



Fireman Johnson, Reserve Unit Dallas, surveys cargo stowage aboard the USS Pollux.



PS3 Jack Hanson, Reserve Unit Galveston, inspects t in Houston, Texas, for Operation Desert Shield.

The Coast Guard security teams consisted of at least one 17-footer and one 32-footer on station at all times and one to three people on board each ship monitoring the activities around the area from the high vantage point of the ship's bridge. There were also Coast Guard personnel on ATV's and vehicle patrols; all of which were used to help cover the vast area of the shipping terminal.

The Coast Guard safety teams checked every piece of military equipment that came into the port. They performed safety checks at the railhead where equipment was off-loaded from railroad cars and at various check points where the equipment was inventoried. A final check was made prior to each piece being loaded aboard to ensure no discrepancy slipped by the safety teams. In addition to checking the military equipment being loaded



ects the cargo of military vehicles before being loaded aboard ship  
t.

teams also had to ensure fire hoses were laid out and charged on the pier and the fire main on the ships were pressed up. The safety teams also checked for proper stowage of the equipment once on board ship.

In addition to the security zone established at ground level, the Federal Aviation Administration also established an exclusionary zone to an altitude of 500 feet for an area two miles in diameter, centered on the shipping pier. Although the Coast Guard did not enforce this zone, any aircraft in the area operating suspiciously was kept under surveillance. Additional support was available from Coast Guard Air Station Houston if requested by the Department of Defense security commander.

## Second District Reservists Called Up For Port Security

by PAC Richard Griggs

**T**he first involuntary call up of Coast Guard Reservists in the Second Coast Guard District began Nov. 18. Eighteen people from Reserve Port Security Units in Chattanooga and Knoxville, Tenn., were ordered to security duty in Port Arthur, Texas. They were called to augment the active duty force of Marine Safety Office Port Arthur.

In addition, seven Reservists were involuntarily called up Nov. 25, and 11 Reservists were involuntarily called up Nov. 30 for port security duty in Houston, Texas. Reserve units contributing these people included: Reserve Unit Peoria, Ill.; Reserve Unit St. Paul, Minn.; Reserve Unit Owensboro, Ky.; Reserve Unit Knoxville, Tenn.; Reserve Unit

Pittsburgh, Pa.; and Reserve Unit St. Louis, Mo.

The Coast Guard selected these Reservists for their skills in boat handling, engineering, port safety and security operations, and loading of dangerous cargo.

MSO Port Arthur oversees safety and security of maritime activity in Port Arthur and Beaumont, Texas, while MSO Houston oversees maritime activity in the port of Houston area. The Reservists called up joined the active duty personnel enforcing security zones and providing security escorts for military cargo ships being loaded with supplies for troops in the Middle East. Additional people were needed in the ports due to increased supply efforts for Operation Desert Shield.



PS1 Mize, Reserve Unit Dallas, checks military vehicles for clearance before being loaded aboard ship.



Story and photos by PA2 John Moss

Imagine a company that fires all of its employees every three to five years and then rehires new ones. It could be confusing at best.

But essentially that's what happens at a military command. People are transferred in and out, and every few years there's a whole new set of faces. Somehow the Coast Guard operates in this system and even flourishes.

One stabilizing force that helps ease these transitions is the civilian employees. That's certainly true at the Second District office.

"Civilians stay here sometimes as many as 16 or 17 years," said Captain Garran Grow, chief of the administration division. "And that continuity, that historical information is carried on by these people. It enables a higher level of expertise to be developed and a higher sensitivity to the district needs."

Currently 58 civilians work in the Second District office. These civilians bring to the work environment corporate knowledge and expertise that many times can't be supplied by the military work force.



Mollie Edwards has been the district commander's secretary for more than 30 years. She retired Nov. 30 as the district office's civilian employee with the most seniority.

# The Civilian And Military Partnership

Civilians in the district office apply their expertise to everything from secretarial support to facilities design and engineering.

Roger Wiebusch, chief of the bridge branch, has worked in the district office for 12 years. Before coming to the Coast Guard, he worked for the Army Corps of Engineers and the Social Security Administration. He likes the Coast Guard because of the variety of people he meets.

"There's a great turnover of people in the Coast Guard, more so than with other agencies," Wiebusch said. "Also, the work here is a lot more interesting than it was with the other agencies."

The Coast Guard seems to be a more personable organization because of its small size. People are less likely to get lost in the crowd. The Coast Guard can sometimes offer civilians things the larger agencies can't.

"I like the intimacy of the department," said Connie Long, chief of the office services branch. "We're able to have input into directives. I went to Washington last year. We were able to give input on some of the instructions that were going out to the districts. I like that. I think at a larger agency I wouldn't be able to do that."

For all the advantages of working for the Coast Guard and the government, there are some disadvantages as well. Many



Effie Kroepel, reserve division, operates a Lektrier containing hundreds of personnel files for Second District Reservists. She retired Nov. 30 after more than 29 years in the Second District.

people believe that one advantage is job security. However, some civilians say that may no longer be the case. Connie Long has worked for the Second District for 16 years and has been in government service since 1965.

"When I joined in '65, it was always a very secure type of position," Long said. "At that time, I was still a single parent and was looking for a secure position where I had the freedom to have my other family duties taken care of. I felt at the time that I was adequately compensated for what I did."

"However, in the '80's it changed. Most fellow employees don't feel they are adequately compensated any more. The security is gone. I know people who have lost their jobs in the government three or four times. So the security factor which was a plus for most people isn't there anymore."

Wiebusch agrees that job security in the government may be no more than in the civilian sector.



"A year ago the Coast Guard was trying to get rid of the bridge program," Wiebusch said. "In the time I've been with the Coast Guard, I've gone through periods where the bridge branch was going to be cut in half, then they were going to get rid of the district entirely, and then they were going to just get rid of the bridge branch. So it's not a real secure thing. If the Coast Guard gets rid of the bridge program, I'm gone too."

Without the civilian work force, many Coast Guard missions

would be much more difficult. Wiebusch said his branch would not be as effective if run by military people.

"The length of a bridge project is eight years. With the projects we start today, by the time that bridge becomes a reality, we may go through two or three division chiefs and two or three commanding officers of MSOs," Wiebusch said. "I think the best thing for the bridge program is to be managed by civilians because the continuity is there. You can

explain to different people who come and go what the status is or some of the problems."

Although there is a complete turnover of military people every few years, the civilian work force strives to keep things in balance. Their continuous presence helps keep things in perspective.

"Corporate knowledge gives you some track record of what works and what doesn't work," Grow said. "We have a better insight how maybe to make it work better the next time we try it."

## Secretary Enjoys Long Career

Story and photos by PA2 John Moss

When Jean Hughes began working for the Second District office, the Beatles dominated AM radio. Bell-bottom jeans and tie-dyed tee shirts were the latest fashion. And considering the antiwar protests, working for a military organization may



not have been the most popular thing to do. But Jean said she made the right decision.

"When people ask me, 'Where

do you work?' I like saying I work for the Coast Guard."

Jean has worked for the boating safety division since 1960. She's seen a few changes in that time including 10 division chiefs and four office moves. Although Jean's job hasn't changed dramatically, the way she does it has. She's seen first hand many of the changes in office automation.

"Everything's all computerized now," Jean said. "Back then, you were lucky if you had an electric typewriter. We used to plug away on manuals. When we finally got the electrics, we thought, 'This is it. We have reached the age of tomorrow!'"

"A lot of things were done differently. A lot was done by hand, but the feeling was still the same. There's still a special feeling."

Jean said the small size of the Coast Guard has a lot to do with that feeling.

"It was a close-knit group even back then. I think that's another thing I like about this Coast Guard family. They'll stick together around here," she said. "I have relatives who work for other government agencies, and I don't hear any of this from them."

Jean's job title is Auxiliary Affairs Assistant. Being in her position for 30 years has allowed her to develop a rapport with many of the district's Auxiliarists.

"I've known some of them for as long as I've been working

here. I've attended some of their local functions and been to their blessings of the fleet several times," she said.

"They have a need for some continuity. They like to get to know at least one person in their director or branch chief's office they can become familiar with. It seems to put them more at ease. I can act as a buffer between them and the military boss."

Jean will retire next September after more than 31 years in the Second District office. She said she has enjoyed her stay.

"I always thought the Coast Guard was a class outfit. I've always been proud to say I work for the Coast Guard."



Jean Hughes discusses office business with Commander Douglas McFadden, chief of Auxiliary Affairs. She said she likes working with military people. "I have enjoyed meeting new people every few years, but you hate to lose the ones you've made friends with and get close to."

# D2 Team Strives For Equality

by PA1 Dean Jones

**W**ebster's Dictionary defines civil rights as "rights belonging to a person by virtue of his or her status as a citizen or as a member of civil society." Webster's Thesaurus lists "equality" as a synonym of civil rights.

For the Coast Guard, civil rights means equal treatment and opportunities for all members. Promotions, assignments, privileges, punishment and treatment are not based on, or affected by, the member's race, color, religion, sex or national origin.

The Coast Guard Civil Rights Program strives to ensure this policy is enforced and adhered to throughout the service. The Second District has one full time active duty civil rights facilitator and several collateral duty civil rights workers.

Chief Yeoman Frank Garcia is the district's military civil rights counselor/ facilitator (MCRC/F) and Captain Douglas Lundberg, chief of Second District Boating Safety Division, is the civil rights officer. Collateral duty civil rights counselors are located at various units in the district.

Lundberg oversees the civil rights program to ensure the program's procedures and policies are



YNC Frank Garcia, military civil rights counselor/ facilitator, explains the Coast Guard's civil rights complaint process. There has only been one formal complaint in the Second District since he has been MCRC/F. (Photo by PA2 John Moss)

executed in the Second District. Lundberg recently assumed these duties from Captain Theodore Bransma who retired Dec. 31 after two years as the chief of boating and district civil rights officer.

As military civil rights counselor/ facilitator, Garcia conducts inquiries into informal civil rights complaints; assists complainants in filing formal complaints; reports all counseling activity to the civil rights officer; assists units in pre-

paring civil rights reports; conducts civil rights training sessions; and assists civil rights officers and counselors as necessary. According to Garcia, there has only been one formal complaint in the Second District since he has been MCRC/F.

"I receive calls from people who are unsure if they have a complaint or not," Garcia said. "Many times the problem is not civil rights related."

Sometimes, when people are unhappy with a job or assignment, they think they can file a civil rights complaint and get transferred. However, they can't because they don't really have a complaint, Garcia said. If a Coast Guard member calls Garcia with a legitimate civil rights discrimination complaint, Garcia will counsel the complainant and talk to the command trying to resolve the problem. If it can't be resolved this way, a written formal complaint may be filed through the chain of command or through the Department of Transportation Director of Civil Rights. The Civil Rights Manual outlines the procedures for filing these formal complaints.

"Most of the time we can resolve a case before a formal complaint needs to be filed," Garcia said.

Another responsibility of the MCRC/F is civil rights training. According to Garcia, it is the busiest part of his job. "The Coast Guard requires each unit to have civil rights training every three years," Garcia said. In the Second District, the training is done every two years.

## MILITARY AWARDS

**Coast Guard Commendation Medal with "o":**  
LT W.F. Carroll, Omega Station LaMoure

**Coast Guard Achievement Medal:**  
YN1 R.S. Livingstone, CGDTWO (apru)

**Commandant's Letter of Commendation:**  
DPC5 T.R. Moore, CGRU Chattanooga  
YN3 E.L. Jackson, CCGDTWO (ap)  
SN C.L. Lawson, Base St. Louis

## AUXILIARY AWARDS

**Certificate of Administrative Merit:**  
Suzanne Gaugler, Eastern Region  
Ruben Gholston, Eastern Region  
Helen Oliver, Eastern Region

# Current Notes...

## "News from and for Second District People"

### CHAMPUS Claims

by HS1 Tom Jacobson

CHAMPUS claims are filed through the claim processor responsible for the state where the medical care was received. Below is a current listing of telephone numbers for CHAMPUS claim filing purposes. It includes only those states within the Second District.

Alabama, Mississippi, Tennessee:  
1-800-866-6337

Arkansas, Kansas, Missouri,  
Oklahoma:  
1-800-476-8500

Colorado, Nebraska, North Dakota,  
South Dakota:  
1-800-842-4333

Illinois, Indiana, Iowa, Kentucky,  
Minnesota, Ohio, West Virginia,  
Wisconsin:  
1-800-842-4333

Pennsylvania: 1-800-476-8500

The address for filing a claim in Missouri is: Wisconsin Physicians Services, P.O. Box 7939, Madison, Wis., 53708-8965. The address for filing a claim in Illinois is: Uniformed Services Benefit Plans, Inc., P.O. Box 3054, Columbus, Ind., 47202-3054. Recently, the "CHAMPUS Handbook" was revised and is now available through your local health benefits advisor.

### Barracks Hosts Halloween Party

by LTJG Robert Olson

Ghosts, goblins, witches, monsters and creatures of all kinds invaded Coast Guard Base St. Louis on the eve of Oct. 26.

The visitors came for a children's Halloween party held by the base morale committee.

With thoughts of a safe and fun Halloween utmost in mind, the base barracks was converted into a street so the little creatures could knock on various doors and yell the magic words of "trick or treat." Plenty of candy was provided to the children.

The trick or treaters paraded to the base function hall for a party afterwards which included a costume contest, pin the tail on the donkey, musical chairs, and breaking of a pinata.

On the following evening, the adults donned their costumes and returned to the base for a party of their own.

### Consumer Info

by LT Michael Suire

Are you a smart consumer? Let's face it, many of us aren't — not because we don't try to be, but usually because we simply lack the information we need.

Shopping for anything in today's complex, global and occasionally imperfect market-place can be a frustrating and costly experience, especially for major purchases. To help educate Coast Guardsmen on how to avoid problems and to help support those who do encounter problems with services and products, the district legal office has put together a consumer information library using information and materials provided by the Federal Trade Commission, the Consumer Information Center, and the United States Office for Consumer Affairs. This library includes material on such topics as how to build a better credit record, how to handle your own consumer complaint (including how to write an effective complaint letter), and where to complain if your self-help measures prove ineffective.

The library also includes general



information on purchasing or leasing new or used automobiles, diet programs, health club memberships, product warranties, cosmetic surgery, and vehicle repossession, to name but a few of the topics covered. Feel free to call, write, or visit the legal office for advice or information on consumer issues. The address is Commander (dl), 1222 Spruce St., Room 2.102E, St. Louis, Mo., 63103-2832. The telephone numbers are (314) 539-3727 and FTS 262-3727.

Remember, if you don't ask, we can't help.

### PPC Color Guard Opens Air Show

by LT Paul Langner

The Coast Guard Pay and Personnel Center's color guard opened the 1990 Superbatics Airshow in Topeka, Kan., Sept. 15 and 16 before a crowd of more than 50,000.

In addition to the Air Force Thunderbirds and the Chilean Air Force, two Coast Guard aircraft were open to the public. An HH-65A Dolphin helicopter from Mobile, Ala., and an HU-25A Guardian from Traverse City, Mich., performed an air-sea rescue demonstration on the second day.

Superbatics Airshow organizers made special recognition of the Coast Guard's 200th birthday. To help highlight the bicentennial PPC volunteers manned Coast Guard Reserve Unit Leavenworth's trailerable boat display and answered questions about the Coast Guard and our many missions.





*SN Delphine Thomas, ENS Dirk Stringer, SN Keith McCauley, and ENS Jeffrey Babb wave to people along the Veterans Day Parade route Nov. 10 in St. Louis. They rode aboard a float built in commemoration of the Coast Guard's bicentennial.*

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